

Sustainable San Diego



*Making Smart Growth Smarter*

# Sustainable San Diego

## Platforms:

- Social Equity
- Land Use and Housing
- Health
- Transportation







# Purpose Statement

## Mission

Sustainable San Diego is a collaboration of local, regional, and statewide groups dedicated to creating a vibrant and more equitable future for the San Diego region.

We will engage SANDAG, as well as public officials and the community at-large, on how to use the Sustainable Communities Strategy process required by SB375 as a tool that can make a significant impact on the sustainability, vitality, and future health of the San Diego region, and will help the region meet short and long-term greenhouse gas emission reduction goals as part of the state's climate goals. Sustainable San Diego supports this work by providing recommendations and best practices to shape this strategy, by building long-term connections among diverse groups concerned with the future of our region, and by challenging one another to meet our highest standards.

We are committed to building a powerful movement that works toward sustainability in a diversity of areas including but not limited to health, social equity, community development, and environmental conservation work.

## Vision

Sustainable San Diego envisions a San Diego region characterized by thriving communities, a healthy environment, and a robust economy. Only when every San Diegan has equal opportunities, regardless of where they live or their income, race, or social status, will we be able to achieve an economically and environmentally balanced region.

New regional planning requirements provide the opportunity to improve the way local communities plan and develop for more socially equitable outcomes. Our short-term vision involves positively influencing the Sustainable Communities Strategy process required under SB 375. We endeavor to create the strongest possible strategy that results in visionary land use that benefits all San Diegans and serves as a model for California. Such a strategy will be focused on funding for affordable housing and clean

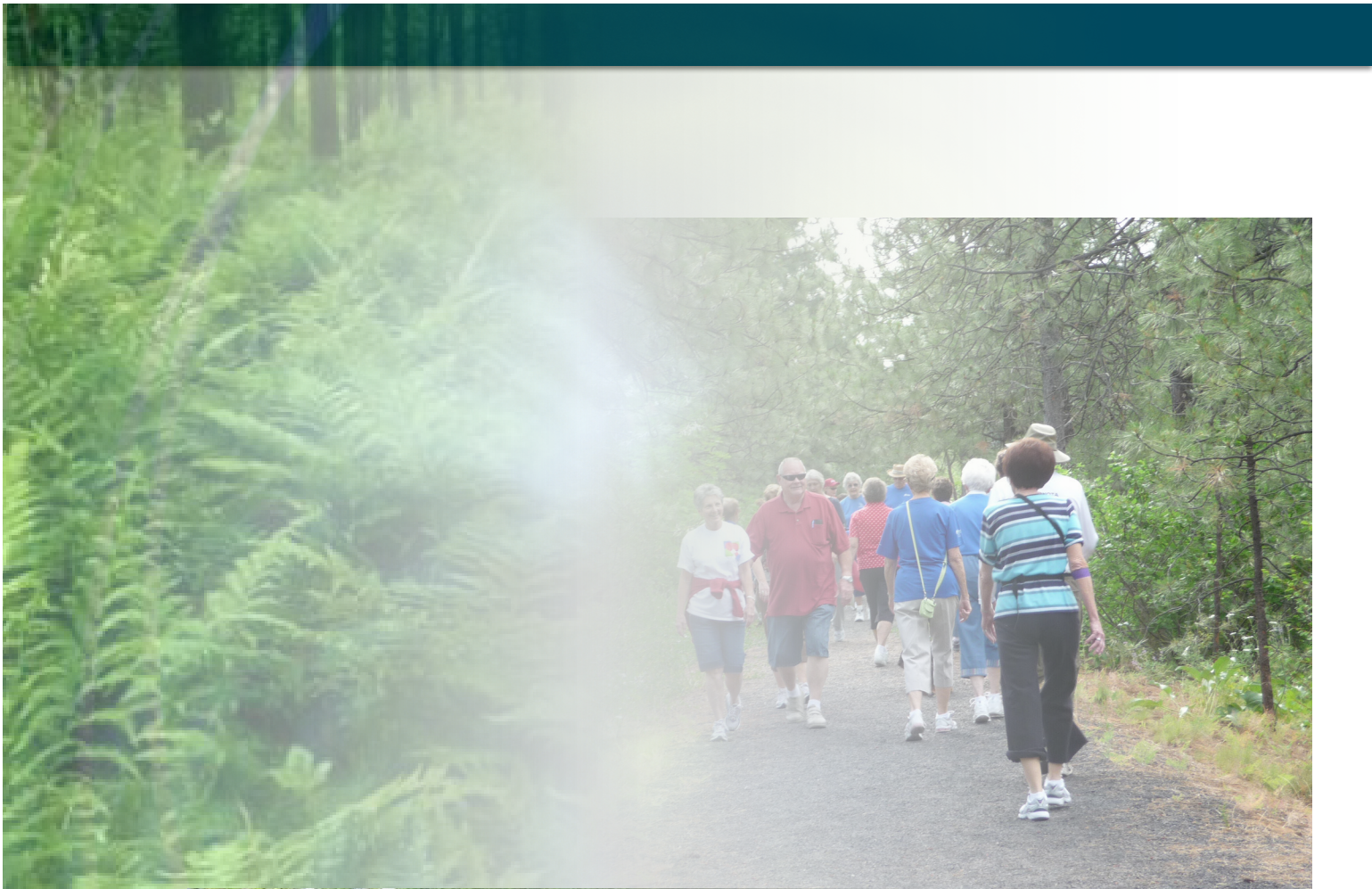
transportation, providing access to jobs, schools, and services, safeguarding a clean and healthy environment, and re-investment in our older low-income neighborhoods. Implementation of this vision will result in significant reductions in VMT and green house gas emissions.

## Values

Sustainable San Diego is comprised of organizations invested in a range of issues: land use and housing, transportation, social equity, health, environmental justice and communications. Sustainable San Diego believes that each participating entity has significant contributions to make to regional planning. We will work interdependently to articulate strategies, create tools, and coordinate our efforts. We are eager to work with the numerous regional and statewide efforts underway in a collaborative and complementary fashion in order to create sustainable San Diego communities.

We will only create a brighter future for the region if we create a brighter future together.







# Social Equity Work Group

## **Vision:**

Insure equal opportunity and access for all communities, particularly for the environmental justice communities, to essential amenities and transportation modes. Essential amenities include quality employment opportunities, education, housing, health care and park and recreational facilities. Essential transportation modes include automobile, transit, bicycling and walking.

Environmental Justice Communities include low income and minority communities and other underrepresented or transportation disadvantaged populations.

## **Goal 1:**

*To avoid, minimize, or mitigate adverse environmental, social and economic effects of transportation policies and projects on environmental justice communities.*

### Strategies:

- Ensure robust public participation in the transportation decision-making process, especially in the environmental justice communities.
- Diversify and strengthen transportation options to provide a reliable network of options especially for access to centers of employment, educational facilities, and recreational areas – and keeping in mind that reliable, effective transit systems allow for more walking, and as a result, more active lifestyles and better health.
- Provide public facilities and infrastructure within the EJC's comparable to more affluent communities.
- Strive for a job-housing fit in appropriate areas, by providing affordable housing in job rich areas and jobs in housing rich areas.
- Regularly report on the Board's progress on accomplishing social equity objectives and goals.

## **Goal 2:**

*Integrate social equity principles throughout the modeling, planning, and implementation phases of the Regional Transportation Plan process.*

### Strategies:

- Incorporate a social equity analysis into the 2010 greenhouse gas target setting process. Such an analysis should include housing/transportation affordability, jobs-housing fit and displacement/gentrification impacts.
- Develop a social equity impact analysis tool which incorporates performance measures into each phase of the RTP process that will compares the transportation system's performance in the environmental justice communities with the performance in the non-environmental justice communities. The performance measures should include:

- Average travel time per person trip (by mode)
- Percent of work trips accessible within 30-minute travel time (by mode)
- Percent of homes within half mile of a transit stop, especially homes without ownership of a vehicle
- Percent of population that has access to the following amenities:
  - Healthcare facilities (hospitals and clinics)
  - Educational facilities (libraries, K-12, colleges, vocational, job training)
  - Beaches and active and passive parks
  - Airport
- Distribution of transportation investments and expenditures.
- Jobs- housing fit for low income community members.
- Establish a Housing and Transportation Affordability Index for measuring the cost of housing and transportation as a percentage of household income.
- Advocate for the inclusion of an Environmental Justice element in SANDAG's the Regional Transportation Plan 2050.
- Insure equitable distribution of transportation investments to environmental justice communities taking into account past disparities.

## **Goal 3:**

*Ensure the full and fair participation by all potentially affected communities, particularly the environmental justice communities, in the transportation decision-making process*

### Strategies:

- Strive to increase civic knowledge and engagement in basic land use and transportation concepts and RTP goals throughout planning process.
- Locate public meetings in environmental justice communities to facilitate attendance of community members.
- Reach out to community based organizations to advertise meetings and bring constituents.
- Incorporate multiple strategies into the outreach process including surveys, interviews, meetings with focus groups, and larger community forums. CBOs can play a critical role in this process to ensure participation from traditionally marginalized groups.
- Emphasize how proposed transportation and land use changes will affect community character.



# Land Use and Housing Committee

## Vision

To achieve a more compact, walkable, healthy, and socially equitable development pattern in the San Diego region offering a variety of affordable housing choices and employment opportunities within appropriately dense mixed-use areas supported by interconnected and “green” public transit, bicycle, and pedestrian infrastructure. This vision advances the goal of SB 375 to lower greenhouse gas emissions while emphasizing the broader opportunity to use transportation investments to reduce sprawl, enhance existing communities and reshape disinvested areas into livable neighborhoods.

Livability for San Diego includes:

- Walkable neighborhoods
- Mixed land uses
- Complete “green” streets
- Visual and pedestrian connections with our local canyons and open spaces.
- Compact building design
- Distinctive attractive places with a strong sense of place
- A variety of transportation choices
- Preservation of open space, farmland, and critical environmental areas
- A range of housing opportunities and choices
- Neighborhoods where people feel safe
- Opportunities for learning and working
- Availability of affordable housing
- Accessibility of human services
- A healthy and attractive environment
- Accessibility to economic opportunities
- Neighborhoods and streets that provide opportunities to connect with nature

## Goal 1

*Increase incentives and funding for compact development patterns*

### Strategies:

- A. Increase transit share of RTP funding. Focus new transit development primarily in the high density urban core with good connections to nearby job centers.
- B. Increase RTP share of bike and pedestrian infrastructure.
- C. Provide incentives for “complete streets” in smart growth opportunity areas.
- D. Use transit, bicycle, and pedestrian infrastructure to prime existing urban areas for infill development and reinvestment.
- E. Expand and increase funding for Smart Growth incentive program.

- F. Adopt parking strategies which discourage automobile use and incentivize infill development:
  - a. Adopt parking maximums or eliminate parking requirements altogether.
  - b. Reduce or eliminate parking requirements for affordable housing.
  - c. Modify zoning codes to unbundle or separate parking costs from development and rent costs, and provide incentives for developers who elect this option.
  - d. Charge market rates for on-street parking in local business districts and dedicate all revenues not needed for enforcement to local parking or business improvement districts.
- G. Utilize form based codes or other zoning tools that do not rely on maximum densities.
- H. Develop strategies and model zoning ordinances that can progressively accommodate market demand for additional densification.
- I. Join with other MPOs to support policies and state legislation which reduce local jurisdiction’s incentive to pursue sales tax revenue and place greater reliance on property tax revenues.
- J. Promote the use of Indirect Source Review programs within regional air quality districts to reduce VMT.

## Goal 2

*Promote social equity in land use, housing, and transportation decisions*

### Strategies:

- A. Avoid, minimize or mitigate disproportionately high and adverse human health or environmental impacts on traditionally disadvantaged communities.
- B. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- C. Ensure timely receipt of benefits to low income and minority communities, including at least their fair share of transportation investments and equal access to contracting, subcontracting and construction opportunities.
- D. Develop strategies to mitigate problems associated with gentrification such as inclusionary zoning, the equitable use of public funds generated by development and retention of land ownership by public and benevolent not-for-profit organizations.
- E. Ensure access for traditionally disadvantaged communities to quality jobs, educational opportunities, affordable housing and other facilities, services and amenities associated with quality of life.
- F. Adopt regional guidelines for defining and achieving a “jobs-housing fit.”
- G. Incorporate universal design into all public facilities so that they serve the broadest range of users.



### Goal 3

*Promote diversity among housing types, affordability levels and densities*

#### Strategies:

- A. Enact more stringent affordability requirements near transit in order to increase access to transit for lower-income households.
- B. Increase opportunities for higher density development in mixed-use commercial business districts and along transit corridors.
- C. Ensure a variety of housing types and affordability levels within individual districts, neighborhoods, transit corridors, and projects.
- D. Base fees and exactions on square footage rather than by unit to increase incentives for a variety of unit sizes.
- E. Increase support among the public and decision-makers for pedestrian and transit oriented development.
- F. MPO's and local organizations in support of compact development should jointly sponsor workshops for the public and elected officials on the benefits of pedestrian and transit oriented development.
- G. As pedestrian and transit oriented developments become more prevalent, their relative costs and benefits should be analyzed and the information made available to the public and decision-makers.

### Goal 4

*Promote connectivity of usable open space and transportation facilities to urban village centers*

#### Strategies:

- A. SCS's should incorporate and support implementation of regional and local plans for habitat and watershed conservation and management.
- B. Pursue formal dedication of existing and future open space areas throughout the region, especially in biological resource areas of the MHPA.
- C. Minimize or avoid impacts to urban canyons including encroachment of development and infrastructure.
- D. Manage watersheds to reduce disruption of natural systems, flood potential, toxic waste and illegal dumping.
- E. Limit grading and alteration of steep hillsides, cliffs, shoreline and other natural landform features.

### Goal 5

*Promote funding for needed infrastructure in support of compact development patterns*

#### Strategies:

- A. Develop performance standards and criteria for evaluating proposed transportation projects at the state, regional and local levels according to "smart" criteria. Such standards and criteria should enable

comparison of projects across modes as well as within a modal category. Such standards and criteria could be used by the state to:

- 1) Determine how to allocate state programmed funds such as state bond funds.
  - 2) Allocate competitive grants and loans to MPO's and localities.
  - 3) Allocate some portion of local streets and roads funds.
  - 4) Evaluate MPO/RTP performance measures applied to SCS's
- B. Direct funding for infrastructure that supports infill development for mixed income projects located in regionally designated priority "smart growth opportunity" development areas.
  - C. MPO's should consider placing an amendment on the ballot to lower the voter threshold for passage of local and regional infrastructure bonds for SB 375 related purposes. This strategy could also be applied on a regional level to allow voters in a particular region to approve infrastructure bonds at a reduced threshold.
  - D. Join with other MPOs and local jurisdictions to advocate for state legislation authorizing tax-increment financing for Smart Growth Districts which have "transit priority" opportunities as defined by SB 375. Use tax increment revenue for infrastructure needed to support infill development.
  - E. Encourage use of other financing tools such as Community Financing Districts (CFD's) to provide infrastructure needed to support TOD and mixed-use infill development.

### Goal 6

*Plan future transit stations only where local jurisdiction and communities have appropriate planning and design guidelines in place*

#### Strategies:

- A. Plan transit stations only where minimum high density land uses are either in place or planned.
- B. Consider giving a bonus for affordable housing near transit to assist in meeting the minimum thresholds.
- C. MPO's should require local jurisdictions to prepare station area plans and consider public acquisition strategies to integrate jobs and a mix of housing with station access and transit oriented design standards.



# Health Work Group

## Vision

Neighborhoods and communities that promote health and healthy lifestyles regardless of neighborhood, income, race or social status.

The implementation of SB 375 in San Diego represents a unique opportunity to bring greater awareness and resources to bear on the relationship between planning and health. Two other significant developments: San Diego County's receipt of a \$16 million Putting Prevention to Work award and changes in healthcare delivery furthered by the enactment of the Affordable Care Act (ACA) will assist in the positive reshaping of our communities and corresponding reduction in greenhouse gas emissions.

## Goal 1

*Create communities that support active, healthy living and lifestyles.*

### Strategies:

- Create an adequate infrastructure that promotes opportunities for San Diego County residents to live near where they work.
  - Consider health and environmental justice in all policies and planning documents including:
    - City and county general plans
    - Regional transportation plan
    - Regional comprehensive plan
    - Community plans
    - Zoning ordinances
    - Subdivision regulations
    - Regional food systems policies
    - Agency strategic plans
  - Modify land use and transportation plans so that safe, accessible active transportation (i.e., walking and biking) is incorporated into all communities.
  - Enhance the connectivity of the transportation system, across and between transportation modes.
  - Provide and prioritize reliable, affordable forms of public transportation that serve residential communities, centers of employment, intermodal transportation hubs (e.g. airport and cruise ships), parks or other venues that provide opportunities for physical activity, and public venues (e.g. sports and concert venues).
  - Design plans for new communities, capital improvement projects and large construction projects so that schools, parks, stores and other facilities are within easy walking and bicycling distance to residential areas and so that walking/cycling paths encourage physical activity.
  - Establish safe routes to schools that include encourage walking and bicycling.
- Increase quantity, quality and accessibility of parks, natural open spaces and facilities in order to encourage physical activity among children and families.
  - Create and sustain community recreation activities for all ages and ability levels.
  - Consider health impact assessment as a decision-making tool for all policies.
  - Use redevelopment funds to enhance access to opportunities for physical activity in under-resourced neighborhoods.
  - Reduce incidents of crime by ensuring that crime prevention through environmental design (CPTED) principles are understood and incorporated into public and private development design.
  - Use pricing incentives and strategies to encourage physical activity among children and families.
  - Consider transportation needs of children and develop youth-friendly land use and transportation guidelines for use at every stage of the planning process.
  - Increase civic knowledge and engagement in basic land use and transportation concepts and community and regional plans.
  - Develop and promote level of service standards for pedestrian, bicycle, public transit and wheelchair transport to assure that an improvement to roadways doesn't negatively impact walkers, bikers, disabled or transit riders.
  - Establish joint use policies with school districts and other organizations to allow reciprocal use of playing fields, playgrounds, gardens, parks and recreation centers by schools and community residents.

## Goal 2

*Create communities that promote a healthy food system and access to healthy food for all residents.*

### Strategies:

- Develop a facility(ies) to support the aggregation, processing, distribution, and wholesale of local produce and protein sources.
- Conduct a countywide assessment of the local food system's potential to increase economic development and food security and lessen GHG emissions.
- Allow agriculture by right in all appropriate zoning classifications.
- Explore and develop new local water supplies (e.g., recycled water, brine water recovery, grey water) and pricing strategies that incent food production.
- Adopt policies and practices that encourage local food production and processing.



- Prioritize transportation paths that lead to food outlets that serve healthful foods.
- Use redevelopment funds to enhance access to healthful foods and opportunities for physical activity in under-resourced neighborhoods.
- Adopt policies and practices that encourage food outlets and retailers to source locally-produced and processed food products.
- Use pricing incentives and strategies to encourage healthy choices among children and families.
- Increase civic knowledge and engagement in local food systems, basic land use and transportation concepts, and community and regional plans.
- Establish procurement practices and policies that prioritize healthful foods and local agriculture.
- Protect local food producing capacity through policies and incentives that support proportional growth of food producing capacity to population growth.
- Ensure that all government owned and/or leased property has healthful food choices (e.g., in vending machines, cafeterias, concessions, etc.).
- Establish a food policy council to act as a countywide coordinating body for activities related to the development of a healthy, local food system.

### Goal 3

*Create communities that promote equitable environmental protection.*

#### Strategies:

- Create jobs with affordable health care, living wages, and broad benefits that can support a family for workers of all skill levels.
- Promote healthy communities where residential and recreational areas are not threatened by the nearby use, emissions, storage, or generation of hazardous materials (healthy compatible land use patterns).
- Ensure adequate separation of residences, schools, day care, senior residences, and health facilities from industrial and vehicular sources of air toxics and hazardous materials accident risks.
- Promote education of workers and business owners as to how to reduce the use of toxic substances.
- Rehabilitate older housing to ensure it is structurally sound, safe from lead and mold hazards, weatherized, and energy efficient.
- Ensure that transportation and land use planning preserve and improve community character.
- Establish procedures to track community health information systematically and in ways appropriate for use in built environment decisions
- Integrate community mapping, using Geographic Information Systems(GIS), into the decision making

process for any projects that include siting of toxic materials and permitting of businesses with significant noise or air quality impacts so that environmental burdens are not concentrated in any one residential area.

- Eliminate disproportionate environmental burdens and pollution exposure by disadvantaged communities by:
  - Applying zoning designations that separate industrial and sensitive receptor uses.
  - Keeping industrial uses out of residential areas.
  - Promoting environmental education including principles and issues of environmental justice

### Goal 4

*Provide affordable and quality healthcare for all which is accessible both in terms of physical location and level of service.*

#### **Background**

We are on the cusp of reshaping healthcare delivery in ways that will decrease transportation. Healthcare reform's emphasis on increasing access to healthcare through expansion of public and private insurance while decreasing the cost of care promote a greater reliance upon primary care and coordination of care for prevention and treatment. Individuals will increasingly rely upon a "medical home" that is likely to be a facility close to where they live or work, rather than a hospital emergency room. Care coordination will improve health by incentivizing caregivers to provide interventions to prevent hospitalization and increased morbidity, and promote active, healthy lifestyles.

While American healthcare has always been technologically advanced, new models of care will apply new technologies to promote prevention and actively address disparities in access to care. Many of these opportunities lie in expanded use of technology to bridge distances.

#### Strategies:

- Promote creation and use of "enhanced medical homes" for primary care and prevention in locations where people live and work.
- Promote availability of basic medical care at retail drugstores.
- Enhance coordination of care through promotion of healthcare information technology and electronic medical records so as to reduce unnecessary vehicular trips.
- Improve enrollment processes for public assistance programs so as to reduce unnecessary vehicular trips.
- Promote the use of telemedicine to enhance access to specialty care for those on public health programs and for seniors, persons with disabilities, those with behavioral health needs, and the incarcerated.
- Encourage the development of wireless medicine, San Diego's newest industry that builds upon regional strengths in health sciences research, health care and wireless communication.

# Transportation Work Group

*With the SB375 mandate to better coordinate transportation investments with future planned land uses, and in light of today's financial constraints, the following goals should be adhered to during the SCS development and RTP project selection:*

## Goal 1

*Give highest priority to transportation investments that will reinforce smart growth patterns and discourage low-density sprawl.*

SANDAG plans to build 20-40% more capacity on its freeways than regions with much greater populations. The Bay area plans to invest more in transit than Road capacity, LA and Sacramento plan to spend 30-40% more on roads than transit, but SANDAG plans to spend 278% more on road expansion than transit expansion.

### Transit Strategies:

- Increase funding for transit capital projects and operations, particularly in Transit Priority Areas and Smart Growth Opportunity Areas.
- Provide transit service with ten minute or better frequencies.
- Design highly effective, fast and reliable transit projects that reduce the need for additional freeway capacity.
- Concentrate transit investments in the densest population and employment areas.

### Road Strategies:

- Adopt a Fix-It First policy for maintaining existing infrastructure.
- When looking to move more people in a corridor utilize the multi-modal planning approach of Caltrans' new Smart Mobility Framework, which will help find the lowest cost ways to improve mobility while increasing the potential for a reduction in GHGs.
- Maintain existing freeways and make them more efficient as a way to limit the exorbitant cost of physical expansion projects.
- Redirect suburban highway expansions that would provide too much capacity for the low density, single use suburban developments than SANDAG intends to be built and would not be needed if growth were redirected to Urban and Town Centers.
- Ensure funding is adequate to implement Complete Streets broadly, with particular attention to RTP arterial projects, school access routes, and Smart Growth Areas.
- Consider scaling back highway projects in outlying areas, and instead favor interior road, transit, walk or bike projects to improve accessibility to or within Urban and Town Centers.

## Goal 2

*Use the existing transportation system to create revenues for transit.*

### Strategies:

- Revenues generated by HOT lanes should be invested in transit, bicycle and pedestrian projects that reduce VMT.
- Model future pricing of parking and managed lanes to improve the efficiency of our transportation system and reduce overall costs.
- Revisit the TransNet ordinance funding allocations to increase funding percentages for transit operations to avoid future service cuts.
- Encourage individual jurisdictions to adopt regulations requiring commuter benefits programs that encourage transit use over single passenger vehicle.
- Increase transportation demand management funding to meet the proposed targets for greenhouse gas reductions.

## Goal 3

*Invest in walk and bike projects that foster these travel modes as real options for short trips, especially in Urban and Town Centers.*

Current walk and bike projects comprise only 0.7% of the funding allocated in the 2007 RTP, however 4% of trips are by walking and biking.

### Strategies:

- Increase the funding for bicycle and pedestrian projects from 2% of the Transnet funding (\$280 million) to 3-4% of the total Regional Transportation Plan funding (\$2 billion). This allows:
  - Complete build out of Regional Bikeway Network
  - Creates revenue stream to provide \$2 million annually on a continuing basis for projects in each Urban and Town Center
- Increase the funding for smart growth incentive projects (including parking demand management programs) from 2% of the Transnet funding (\$280 million) to 2% of the total transportation funding.
- Make transit, bicycle, pedestrian, and smart growth projects the 'Early Action Projects' so improvements they can be implemented in the next five years.

## Goal 4

*Coordinate land use and transportation planning to reduce VMT and GHG.*

### Strategies:

- Evaluate and publicize the VMT impacts, GHG contributions, trip times all proposed transportation projects.
- Work with individual jurisdictions on smart growth planning that supports the Urban Area Transit Strategy and increases in transit investments.



# Sustainable San Diego Members

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